locations, was found to be marginally in excess of the prescribed norm. This is, however, unlikely to cause an accident.

(b) Corrective action has already been initiated.

(c) Does not arise.

Violation of Master Plan of Delhi

633. SHRI PRASANTA CHATTERJEE : Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Delhi Development Authority has violated the Master Plan;

(b) whether the Master Plan was mandatory; and

(c) whether any court case is pending against the violation?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (SHRI BANDARU DATTATRAYA): (a) to (c) The information is being collected and will be laid on the Table of the Sabha.

Services of British Company for Metro Rail Trials

634. SHRI VIJAY J. DARDA: Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether it is a fact that Delhi Metro Rail Corporation had engaged the services of a Britain-based company to certify the conduct of trials on 4.5 km. new Tis Hazari-Tri Nagar section, instead of the Indian Railways Research Development and Standardisation Organisation thus incurring avoidable expenditure in foreign exchange; and

(b) if so, the reasons therefor (technological or otherwise) and how much outgo of foreign exchange was involved?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT POVERTY ALLEVIATION (SHRI BANDARU DATTATRAYA): (a) and (b) A Britain-based consultant was engaged to witness the oscillation trials and to certify the Metro trains for operating at the speed of 80 km. per hour on the (kmph) Shahdara-Tis Hazari-Trinagar section of Delhi Metro. The initial oscillation trials conducted on

the Shahdara-Tis Hazari-Trinagar section during 18.10.2002 to 4.11.2002 were witnessed by the Research Development and Standardisation Organisation (RDSO), Lucknow. The consultancy fee charged by the RDSO was Rs. 77,25,000/-. Some of the findings of RDSO were contested by the rolling stock manufacturer. As per the contract conditions, the rolling stock manufacturer requested Delhi Metro Rail Corporation Ltd. (DMRC) to engage an independent Rail Vehicle Certification consultant, as a third party, for witnessing repeat trials. Accordingly, a Britain-based Rail Vehicle Certification consultant was engaged to witness some repeat trials and, based on the trial results, certify train speed at 80 kmph from safety view point. The trial results were forwarded to the commissioner of Metro Railway Safety, New Delhi who accepted them and issued sanction to operate trains at a maximum speed of 80 kmph. The Britain-based Consultancy firm was awarded the contract for an amount of British (Sterling) £ 30887, i.e., Rs. 22,90,272/-.

Power supply to Dwarka Sub–city

635. SHRI KARNENDU BHATTACHARJEE: Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether it is a fact that the shortage of power in the National Capital Region is affecting adversely the requirements of power supply for the developmental work in Dwarka sub-city;

(b) if so, the details thereof;

(c) the steps taken to augment generation of power, its supply and distribution to Dwarka sub-city for its additional power requirements;

(d) whether an independent power sub-station is likely to be commissioned for meeting the power requirements of Dwarka; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (SHRI BANDARU DATTATRAYA): (a) to (e) No, Sir. The Delhi TRANSCO Limited has reported that no difficulty is envisaged in meeting the power requirements of Dwarka sub-city as adequate transmission network commensurate with the power requirement has been planned.